

As there is no other part of this route between Orangeville and the valley of Owen Sound, presenting acclivities requiring instrumental examination, to establish the feasibility of the line approximately projected on the accompanying map, there can be no question as to its complete practicability.

The third line I will distinguish as the Brampton and Credit Valley route. It would diverge from the line of the Grand Trunk Railway, near the western limits of the city of Toronto, and leaving that Railway to the right, pursue a westward course, through the townships of Etobicoke, Toronto and Chinguacousey, to Brampton; and would run thence north-westerly in the Township of Chinguacousey through the first concession west of the "centre road," to the rear boundary of that township, where it would enter the valley of the river Credit, and cross a tributary of that stream flowing from the Northeast. The line would then leave the immediate valley of the river, without any objectionable deviation from the general course, and enter upon the lower foot hills of the "Caledon Mountains," on favourable ground along the left or eastwardly bank of the lower valley of the river, and would be carried forward in the direction of a point about one-eighth of a mile north of the Forks of the Credit, where it will enter and cross the main valley to the west bank. From that point northward for the distance of three miles, the valley is a gorge from five hundred to one thousand feet wide, and from one hundred and fifty feet deep at the road bridge above Church's Mills, the bed of the stream one mile below that point, is little less than two hundred and fifty feet below the level of the plateau, which bounds the valley for three or four miles above.

From the point of entering and crossing the gorge above the "forks," the line in its course northward would follow the westerly side of the valley to a point about three hundred feet below the cascade at Church's Falls, where it would cross the stream diagonally to the left bank, and enter the upper and more open section of the gorge.

Between Church's Mills and Orangeville the valley is fair and open, widening out from the public road crossing, one mile above the mills, as you proceed northward, presenting as fair a surface for the economical construction of a Railway as the most sanguine projector could possibly desire to see.